

# HOSPITAL WING

## CREW BRIEFING CHECKLIST AND RISK ASSESSMENT

DATE: 10/21/13 TIME: 17:53 BASE: MEMPHIS

1. Pilot on Duty: DAY: BUTORA NIGHT: SMITH, C PEDI: SMITH, R

2. Medical Crew: # 1: WIENER # 2: MILLER # 3:

3. Aircraft Status: 854HW LIMITATION: Gross Weight, C/G limited; PT weight 275

4. Weather Checks: NO @50 gal 405 @70 gal 395 @90 gal 275

Table 1 - Weather Minimums and Lighting Conditions

Area Condition	Ceiling and Visibility			
	Local	Cross Country	Local	Cross Country
	PLANNING MINIMUMS		FLIGHT MINIMUMS per A021	
Day	1000-2	1500-3	800-2	800-3
Night with NVIS	1500-3	2000-5	800-3	1000-3
Night without NVIS	1500-3	2000-5	1000-3	1000-5

### 5. METAR/TAF:

KMEM 212154Z 25004KT 10SM BKN095 BKN250 21/08 A2999 RMK AO2 SLP152  
T02110078  
KMEM 212104Z 2121/2218 24006KT P6SM SCT070 BKN250 FM220200 35006KT P6SM  
VCSH OVC060 FM220500 02010KT P6SM -RA OVC035 TEMPO 2207/2211 5SM -RA OVC025  
FM221200 36006KT P6SM BKN070 KLIT 212153Z 24003KT 10SM BKN070 OVC090 21/10  
A2998 RMK AO2 SLP153 BINOV T02060100  
KLIT 212122Z 2121/2218 25006KT P6SM VCTS BKN040CB OVC080 TEMPO 2122/2124 5SM  
-RA BR OVC030CB FM220000 28006KT P6SM VCSH BKN040 OVC080 FM220400 33006KT  
P6SM SCT050 FM221200 VRB03KT P6SM SCT050 SCT250 FM221500 23003KT P6SM  
BKN250 KJBR 212153Z AUTO 34009KT 10SM SCT055 BKN075 BKN110 A2998 RMK AO2

*Light winds w to N  
After moderate rain*

### 6. Communications:

- A.) Aircraft will call departure from base and monitor Common Traffic Advisory 123.025.
- B.) Med Radio will be used for communications with Wing Dispatch on NESB tower preset 001, JACKSON tower preset 003 and MedCom on preset 002.
- C.) When two or more aircraft are flying, Common Traffic Advisory 123.025 will be the primary frequency.
- D.) Aircraft on a double scene will communicate on 123.025. Wing Dispatch will give a the first aircraft all scene and patient information. When the aircraft gets within contact range of the scene, the first aircraft will go to the scene frequency. The second aircraft will monitor the scene frequency for landing information. When the first aircraft lands the second aircraft will communicate with the ground units.
- E.) Isolation Button (The pilot will not isolate your intercom unless it is hindering communications with ATC. Once the pilot is clear/free to listen he/she will reactivate the system.)

7. All crewmembers have proper Wing ID Badges: NO

### 8. Questions/Comments:

Weather checks after Midnite

## RISK ASSESSMENT

STATIC RISK	Pts.	Pts.
< 6 mos. On Current Job	1	0
< 1 year in EMS	1	1
< 200 hours in Type	1	0
> 500 hours in Type	-1	-1
Last Flt. > 30 Days	1	
Not at Assigned Base	1	
Last Instrument Approach > 90 Days	3	
Last Night Flight > 30 Days (night requests only)	1	
Equipment on MEL (1 per)	1	
Autopilot inop	2	
Aided Flight (NVG)	-1	
Rider	1	1
TOTAL STATIC RISK		1

DYNAMIC RISK	Pts.	Pts.
Ceiling Below Weather minimums	16	
Ceiling at Weather minimums	12	
Ceiling within 200' of Program Minimums	5	
Visibility within 1 mile of Program Minimums	3	
Know or Forecast Freezing Rain	16	
Icing probability greater than 15%	4	
Precipitation	3	3
Temp/Dew point within 3 degrees	3	0 3
Convective Activity	3	
Convective Activity with Frontal Passage	2	
Deteriorating WX Trend	6	6
High Wind or Gust (30 kts or 15 kts spread)	2	
Moderate Turbulence	1	
Weather reporting at Destination	-1	
Night Lighting Condition - Low	1	1
Night Lighting Condition - High	-1	
Night Flight	3	3
90% of usable fuel Required (not including reserve)	1	
TOTAL DYNAMIC RISK		10

TOTAL STATIC AND DYNAMIC RISK  
GREATER THAN (>) 14 - NO GO

11  
GO

Pilot Conducting briefing:

DATE:

TIME:

SMITH, C

10/21/13

17:59

Updated  
after MCA